

The Hongkong Telegraph.

(ESTABLISHED 1861.)

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號八初月一十年三十三緒光

THURSDAY, DECEMBER 12, 1907.

四拜禮

號二十月二十年三十三緒光

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,550,000

Branches and Agents.

TOKIO.
Kobe.
OSAKA.
NAGASAKI.
LONDON.
LYONS.
NEW YORK.
SAN FRANCISCO.
HONOLULU.
HANKOW.
SHANGHAI.
HANKOW.

Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "

TAKAO TAKAMICHI,
Manager.

Hongkong, 31st October, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,250,000
RESERVE FUND " 2,500,000
" 2,500,000
" 2,500,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and
accepts Fixed Deposits at the following rates:—
For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "

No. 9, Queen's Road Central,

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow,
Kobe, Peking, Singapore, Tientsin,
Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Staatsbank (Preussische
Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne, Frankfurt
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg
Sal. Oppenheim Jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank,
Muenchen.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.
THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

A. KOEHN,

Manager.

Hongkong, 4th December, 1907. [21]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)
ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (L. 3,750,000).
RESERVE FUND Fl. 5,378,375 (about L. 448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,
Rangoon, Samarang, Sourabaya, Cherbon,
Tegal, Pecalongan, Pasuruan, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota
Radja (Achene), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo,
Madras, Pondicherry, Calcutta, Bangkok,
Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, etc.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
Letters of Credit on its Branches and correspondents
in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily
balances.
Fixed Deposits 12 months 4% per annum.
" 6 " 3% " "
" 3 " 2% " "

J. L. VAN HOUTEN,

Agent.

Hongkong, 18th November, 1907. [20]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUNDS—
Sterling \$1,000,000 at 2/6 = \$10,000,000
Silver \$11,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.
Hon. Mr. Henry Keswick, Deputy Chairman

A. Fuchs, Esq. E. Shellim, Esq.
R. Goets, Esq. R. Shewan, Esq.
A. Haupt, Esq. H. A. W. Slade, Esq.
C. R. Lenemann, Esq. H. E. Tomkins, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH,
MANAGER.
Shanghai—H. E. K. HUNTER.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

On Fixed Deposits:
For 12 months, 4% per cent. per annum.
" 6 months, 3% " "
" 3 months, 2% " "

J. R. M. SMITH,

Chief Manager.

Hongkong, 17th August, 1907. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3% PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [22]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL £ 800,000
Shortly to be increased to £ 1,200,000
RESERVE FUND £ 1,075,000
Shortly to be increased to £ 1,475,000
RESERVE LIABILITY OF PROPRIETORS £ 800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3% " "
" 3 " 2% " "

JOHN ARMSTRONG,

Manager.

Hongkong, 15th May, 1907. [23]

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)
ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (L. 1,250,000).
Subscribed Capital Fl. 10,000,000 (Paid-up).
Reserve Fund Fl. 2,112,570.36 (L. 176,048).

Head Office:—AMSTERDAM.

Sub-Office:—THE HAGUE.
Head Agency:—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Samarang,
Indramajoo, Bandong and Weltevreden.

CORRESPONDENTS:—At Cheribon, Tegal, Pecalongan,
Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay,
Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, etc.

BANKERS:

London:—The Williams Deacons Bank, Ltd.
Paris:—Comptoir National d'Escompte de Paris.
Berlin:—Deutsche Bank.
Brussels:—Banque de Paris et des Pays Bas.
Vienna:—Union Bank.
Rome:—Banca Commerciale Italiana.

THE BANK buys and sells and receives for
collection Bills of Exchange, issues
Letters of Credit payable in all important places
of the world and transacts every description of
Banking and Exchange business.

On Current Account at the rate of 2% per
annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum.
" 6 " 3% " "
" 3 " 2% " "

J. BOETJE,

Manager.

16, Des Vaux Road Central. [19]

Notice of Firm.

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates of
passage, etc., in connection with above.

SHEWAN, TOMES & Co.

Agents.

Hongkong, 31st July, 1907. [30]

Ships.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	DELHI	About 19th Dec.	Freight and Passage.
LONDON, &c., via usual Ports	MALTA	14th Dec.	See Special Advertisement.
ANTWERP	Capt. D. C. GREGOR, R.N.	Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE & SUNDRA	Capt. G. M. MONTFORT, R.N.	About 22nd Dec.	Freight and Passage.

For Further Particulars, apply to

R. A. HEWETT, Superintendent.

Hongkong, 10th December, 1907. [3]

Intimations.

LANE, CRAWFORD & CO.

NEW STOCK OF

COAL VASES

IN

Brass, Iron, and Copper.

BRASS & IRON CURB SUITES.

FIRE IRONS. FIRE BRASSES.
COAL VASE TONGS.
FIRE SCREENS. FIRE GUARDS.

LANE, CRAWFORD & CO. [5]

GUINNESS'S STOUT

AND

BASS PALE ALE.

"HORSEHEAD" BRAND.

IN QUARTS, PINTS, AND SPLITS.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

Hongkong, 2nd December, 1907. [13]

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 15th Dec^r 1907.

THE Company's Steamship

"SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M.

Meals and Refreshments supplied on board.

Saloon, Return Fare \$4.00

" " on the following day 5.00

" Single " 6.00

Popular Excursion Rates as usual.

Children under 12 years Half-Price.

NO CHITS will be accepted, and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the COMPANY'S WHARF. This steamer connects with the returning steamer from Macao.

W. E. CLARKE,

Secretary. [6]

Intimations.

One of the most prominent Medical men of
China said:

"Where Bear Brand Milk is
Known, the public will
have no further com-
plaint as to their milk
supply."

For Sale at

LANE, CRAWFORD & CO.

THE MUTUAL STORES,

and all its BRANCHES.

A. S. WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 2nd October, 1907. [32]



THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS,

2, PEDDER STREET, MADAME FLINT, MANAGERS.

JUST RECEIVED.

A Large Assortment of EVENING GOWNS
from \$60.

Also Furs, Feather Boas, Trimmings, &c. [19]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout American).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of
all other Brands.

Served in all Clubs and First-class Hotels,
and obtainable at all Wine Merchants in the
Colony, and from Shewan, Tomes & Co., sole
agents. [545]

Hotels.

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL,

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,
Manager. [56]

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMEN).

SHAMEN, CANTON.

ON THE BRITISH CONCESSION.

H. HAYNES,
Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO).

MACAO, CHINA.

IN THE CENTRE OF THE PRAIA GRANDE.

Capt. T. AUSTIN,
Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED
EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.

WM. FARMER, Proprietor.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 78.

For Terms, &c., apply to the

MANAGER.

Hongkong, 12th July, 1907. [14]

HONGKONG-CANTON LINE.

GEO. P. LAMBERT,

Intimations.

Powell's

GRAND

XMAS BAZAAR

NOW OPEN

TOYS

Powell's

Bazaar

ANIMALS

POWELL'S

BAZAAR

DOLLS

50 CENTS TO \$19.50 EACH.

POWELL'S

BAZAAR

GAMES

POWELL'S

BAZAAR

FANCY
GOODS

POWELL'S

ALEXANDRA
BUILDINGS.

Hongkong, 7th December, 1907.

To Let.

TO LET.

CROWNST, Baker Road; unfurnished or partly furnished.
Apply to—
C. L. GORHAM,
3, Pedder's Street,
Hongkong, 2nd December, 1907. [1048]

TO LET.

OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.
A HOUSE in CLIFTON GARDENS, Clifton Road.
OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VOEUX ROAD next to the Hongkong Hotel.
FLATS in MORRISON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,
Hongkong, 1st December, 1907. [1020]

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,
Hongkong, 1st December, 1907. [1020]

TO LET.

NO. 11, SEYMOUR ROAD.
With possession from 1st December next.
Apply to—
THE COMPRADE DEPARTMENT, Jardine, Matheson & Co., Ltd.,
Connaught Road Central,
Hongkong, 2nd October, 1907. [1040]

TO LET.

NO. 38, CAINE ROAD.
AUCTION ROOMS, No. 2, ZETLAND STREET.
No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.
Apply to—
LEIGH & ORANGE,
1, Des Voeux Road,
Hongkong, 16th October, 1907. [1012]

TO BE LET.

SUITABLE OFFICES, in No. 2, PEDDER STREET. Two very spacious, bright, and airy rooms. Rent moderate.
Apply to—
"V. Z."
C/o Hongkong Telegraph,
Hongkong, 4th December, 1907. [1060]

TO LET.

NO. 5, MORRISON HILL.
ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.
Apply to—
JARDINE, MATHESON & CO., LD.,
Hongkong, 19th October, 1907. [1033]

TO LET.

HOUSE No. 5, ROSE TERRACE, Kowloon.
Apply to—
COMPRADORE, Harriette & Co.,
Hongkong, 14th October, 1907. [1065]

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,000,000.)

Loans on Mortgage of House Property, &c. Goods, received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.
SHEWAN, TOMES & CO., General Managers.
Hongkong, 2nd December, 1907. [1021]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at HASTY POINT. Stores will be Open at 10 A.M. and 4 P.M. daily Sunday excepted, to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 22nd June, 1905. [1010]

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system. No matter what may be its cause, (for they are almost numberless), its symptoms are the same; the more prominent being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely essential in such cases is increased vitality—VITALITY, STRENGTH & ENERGY.

THE NEW FRENCH REMEDY THERAPION, No. 3, is taken in accordance with the printed directions accompanying it, will the shattered health restore.

THE EXPIRING LAMP OF LIFE.

LIGHTED UP AHEAD.

A new existence imparted in place of what had been a life of suffering. "Used up" as it is called, this wonderful medicine is purely vegetable and innocuous. It is agreeable to the taste, suitable for all constitutions and conditions, in either sex; and it is difficult to imagine a case of disease or derangement, whose main features are those of debility, that will not be speedily and permanently benefited by this never-failing restorative essence, which is destined to cast into oblivion everything that had preceded it for the wide-spread and numerous class of human ailments.

THERAPION.

It is sold by Chemists throughout the world. In England, 20, Tottenham Court Road, London, W.1. In Hongkong, 20, Des Voeux Road, Hongkong.

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20, Tottenham Court Road, London, W.1. In Hongkong, 20, Des Voeux Road, Hongkong.

THE CHINESE AND THE PHILIPPINES.

FROM THE SMITHSONIAN INSTITUTION AT WASHINGTON.

That the world-renowned trick of bargaining for "as much land as a cowhide will go around," and then cutting the skin into the narrow strips and making a long rope of it, was known not only at the founding of ancient Carthage and the settlement of the Dutch in the state of New York, but was played by the Spaniards in establishing the city of Manila, is only one of the interesting traditions recorded by Dr. Berthold Laufer in a paper just published by the Smithsonian Institution, entitled "The Relations of the Chinese to the Philippine Islands," the account is based upon a study of original official Chinese documents, which contain much material relative to the early history of the Philippines hitherto unpublished in any but the Chinese language. Philippine historians, so far as is known, have without exception to the present time gained their information from early Spanish sources.

FOUNDING OF MANILA.
In connection with the founding of Manila, the tradition recorded in the official annals of the Ming dynasty is translated by Dr. Laufer as follows:

"The Spanish Franks surpassed the people of Luzon in strength, and for a long time interchanged commerce with them. When they perceived that the country was weak and could be occupied, they bestowed rich presents on the king and demanded a plot of land as big as an oxhide for building houses and living there. The king did not suspect any trickery, and assented. These men thereupon cut the hide of an ox into narrow strips, placed these together until they extended the length of 1,000 fathoms, and in this way encompassed the whole land of Luzon, which they then claimed, in accordance with their agreement. The king was exceedingly taken aback, but as he had already given his promise there was no way out of it but to yield to their demand. Thus these men obtained the land, erected houses and built a city. Here they planted firearms and safeguarded it against the attacks of highwaymen. Finally they took advantage of the king's unpreparedness, came upon him unawares, killed him and his people, and took their country, the name of which was thenceforth Luzon-Spanish-Franks."

The date of the appearance of the Spaniards in Philippine waters is here given as 1573, eighty-one years after the discovery of America and thirty-four years before the first settlement by the English at Jamestown.

PAID TRIBUTE TO CHINA IN 1372.

This account of Philippine history is a narrative of embassies and quarrels, of voyages of discovery and massacres by natives and others. As early as the beginning of the thirteenth century, 250 years before the Spaniards came to the Orient, the Chinese knew about Spain. A member of the imperial family at this time, collector of customs at an important Chinese port, wrote a book upon information gained from Indian Persian, Assyrian and Arabian merchants, in which he described Spain and Portugal. The island of Luzon, of course, was known to them long before the Spaniards reached the Orient, and while America was ruled by the ancestors of the Indians. Not until 1372, however, says this historian, did the first embassy from the Philippines arrive in China with tribute, but this fact points to a long commercial intercourse between the two peoples.

"It is a thirteenth century Chinese description of what has been recognized as several of the Philippine islands, one of them probably Luzon."

"On each island lives a different tribe. Each tribe consists of about 1,000 families. As soon as a foreign ship comes in sight, the natives approach it to barter. They live in thatched huts. As there are no springs in the mountains, the women carry two or three jugs at the same time on their heads, in which they fetch water from the springs in the plain, and with this they ascend the mountains as easily as if they were walking on level ground. In the 'most hidden valleys live people called Hai-lan (Heritons). They are of small stature, have round, brown eyes and frizzled hair, and their teeth shine between their lips. They live high up in the tops of trees, where they dwell in families of from three to five individuals. Crawling through the thickets of the forests, they shoot from ambush at passers by; therefore they are much dreaded; but if a porcelain cup is thrown towards them they rush on it, shouting with joy, and escape with their spoil."

AN EARLY ACCOUNT OF THE PHILIPPINES.

Perhaps a still earlier official mention of Philippines, says Dr. Laufer, is the following:

"Near the Formosans is the land of the Pi-sia-ye (Visaya), whose language is not understood. They go naked, and from the way they stare, one would say they are not like other people. In the latter part of the twelfth century, the chief of that country daringly took some hundreds of his men and appeared in the bay of Fukkien province. In several villages they committed outrages and murder. In their plundering they looked chiefly for iron implements, spoons and chopsticks. When people shut their doors, they desisted, and only cut off the rings of the door-knobs. When spoons and chopsticks were thrown to them they stooped to gather them. When they saw a rider clad in iron they struggled among themselves to cut off his armour, then, joining forces, they slew him mercilessly. In close combat they availed themselves of spears, to which a rope of more than 700 feet in length was attached with which to handle the weapon, for they save their iron and do not recklessly throw it aside. They had no boats or cars, but rafts, made of bamboo poles tied together. Hurriedly they carried these off jointly, set them afloat, and disappeared."

A GREAT NAVAL EXPEDITION.
The interesting story of a big voyage of discovery into the Indian ocean, many times more audacious than the trip of Columbus, is told as follows:

In 1507 Chang-ho undertook a memorable expedition, accompanied by a fleet of sixty-two large ships, carrying 27,800 soldiers; and on his cruises, repeated several times in the space of about thirty years, he visited a number of countries in the Indian ocean as far as the Arabian gulf, and obtained the nominal allegiance of their rulers.

Then Vasco da Gama had not yet navigated around the Cape of Good Hope; no European sail had yet been visible on the Pacific and Indian oceans, of which the Chinese and the Arabs were the unrestricted masters and the only representatives of an immense trade. It therefore seems not impossible that in that great age of maritime discoveries the enterprising emperor had set his eyes on Philippines, and had won a temporary nominal superiority over the native tribes of Luzon."

Reference is made to a daring plan conceived by the Spanish governor of the Philippines, in the latter part of the sixteenth century, to capture and govern the whole of China. Another governor, in 1593, by cruel treatment of the Chinese in the island, brought on a revolt which resulted in his assassination. To this Spanish treatment Dr. Laufer partly attributes the policy of the Chinese in the following centuries to exclude, as far as possible, all foreigners from their shores. "Indeed, if we would fully grasp the innermost causes of the Boxer rebellion," he says, "we must go back to the history of the relations of the Spaniards to the Chinese in the Philippines."

Very early in the seventeenth century—a historic expedition in search of an island of gold in the Philippine group, according to the Chinese document, was mistaken by the Spaniards and native as an invasion of their territory. In the resulting battles 25,000 were killed; and the golden island was still unfound.

From the time of this disastrous expedition to the present century the story is one of a continual series of massacres and resettlements. Beginning after the first big massacre, the later history is summarized by Dr. Laufer as follows:

EXPULSION OF CELESTIALS.

"Nevertheless, the Chinese appeared again, and their settlement was again tolerated. However great the hatred of the Spaniards and the Filipinos toward them was, they were conscious of the fact that without Chinese trade and industry the Philippines could not exist. Since the seventeenth century the Philippines have been in decadence owing to the decline of Spanish power. The consequence was that Manila lost its attractions for the big Chinese capitalists, who preferred to invest their money in the flourishing Dutch colonies, and that after the second half of the seventeenth and eighteenth centuries the Chinese immigrants came from the lowest classes of the coast population of Kwangtung and Fukkien—poor devils, whose capital was made up of diligence and thrift only. In 1709 the Chinese were banished from Manila under the pretext that they were carrying off the public wealth; but they did not hesitate to come back again. In the course of the eighteenth century they settled down also in the smaller places on the island of Luzon. In 1747 a royal order for their final expulsion arrived from Madrid, the execution of which was suspended. When the British, in 1763, captured Manila and demanded the surrender of the islands, the Chinese all joined the English. The governor, Senor Anda, gave the order, 'All Chinese on the island to be hanged!' which was conscientiously carried into effect. Many Chinese retreated with the English after they had returned Manila to the Spaniards on the conclusion of peace. Nevertheless the Chinese district was populated again during the next few years, though orders were issued from Madrid not to tolerate any settlement of Chinese in Manila. This, like all subsequent ordinances of Spain, was entirely futile in checking Chinese immigration, which continued, in fact, until the end of Spanish rule on the islands."

To complete his study Dr. Laufer has gathered together from Chinese sources much material of interest to the student of the physical man and his customs. He has also gathered data concerning methods and articles of trade between the Chinese and the Filipinos.

Intimation.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 10 minutes.
2.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 4th June, 1907. [1010]

Intimations.

YOU WILL NOT

be deceived. That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The remedy known as

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is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be plain to everybody. It is beyond price in Anemia, Insomnia, Weakness and lack of Nervous Tone, Poor Digestion, Wasting Diseases, La Grippe, Lung Troubles and Blood Impurities. Science can furnish nothing better—perhaps nothing as good. Dr. W. H. Dalziel, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is imitated. Sold by chemists throughout the world.

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Hongkong, 25th November, 1907. [1010]

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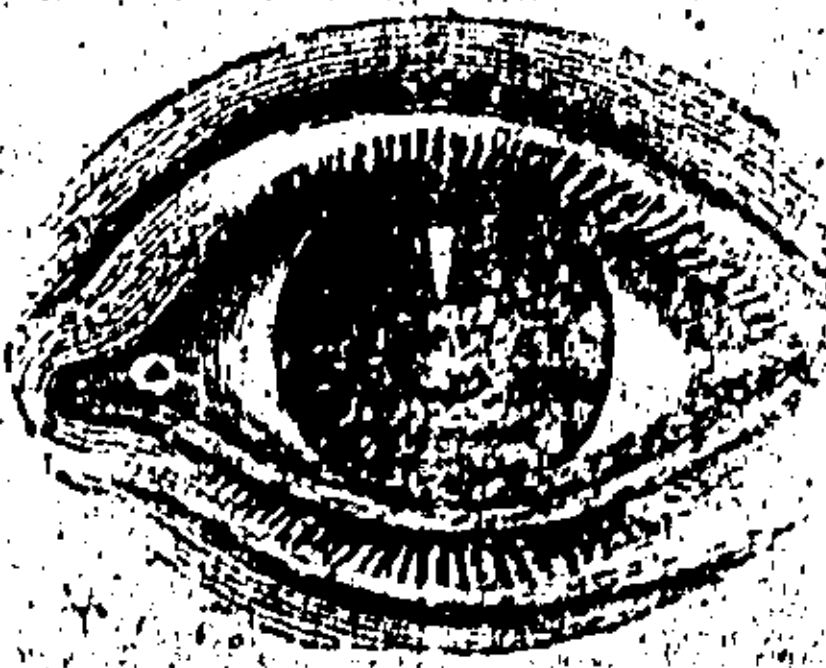
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Lenses Ground. All kinds of Repair. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON, CALCUTTA, SHANGHAI, HONGKONG.
21, John Street, Bedford Row, W.C. 1, Hongkong, 27th November, 1907. [1010]

There is one more thing to be said about the

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

KWANGSI BANDITS DEFEATED.

GALANT FIGHTING OF IMPERIAL TROOPS.

THREE FORTRESSES RE-TAKEN.

[From Our Own Correspondent.]

Shamoen, 11th December, 8.15 p.m.

Three of the four fortresses at Chun Nam-Kwan, which were captured by the Kwangsi bandits some days ago, have at last been re-taken by the Government troops under Colonel Luk.

The fortresses were stormed with great gallantry by the Imperial forces, against a desperate resistance which was offered by the bandits.

After two days' and nights' hard fighting, in the course of which severe losses were experienced on both sides, the brigands were completely overpowered, and surrendered on the 8th inst.

The number of the casualties has not yet been ascertained.

[Reuter's.]

The Commander-in-Chief, China.

London, 10th December.

Rear-Admiral Hon. Sir Hedworth Lamington, C.B., K.C.V.O., has been appointed Commander-in-Chief of the China Station.

The Fifth Lancers.

The decision of the Army Council finds Major A. V. L. Wood, I.S.O., by 19 to 11 inefficient as a regimental officer, and his retention in the service not in the interests of the Army.

The reports of his superiors are unbiased though abrupt, and in some instances unnecessarily strongly worded.

Later.

Railway Appointment.

Mr. Steel, of the Caledonian Railway Company, has been appointed Assistant Traffic Manager of the Imperial Railways in China.

The P. and O. Meeting.

At the meeting of the Peninsular and Oriental Steam Navigation Company, Sir Thomas Sutherland said that the whole of the Company's inter-colonial trade between Bombay and Japan, had, for the present, been wiped out by Japanese competitors. He imagined that the Japanese companies were being forced by the Government to increase their sailings from Bombay, and was of the opinion that the present increase in competition was hardly fair in view of the fact that, during the war, the P. and O. Company carried the whole of that trade for the benefit of Japanese manufacturing interests. Seemingly the soul of the people which had lain dormant for centuries had suddenly awakened into almost supernatural activity.

COOLIES' SAD ACCIDENT.

HIS FOLLY COST HIM A LEG.

A most unfortunate accident occurred on the Hongkong, Canton and Meaco Steamboat Company's wharf at two o'clock yesterday afternoon, as the result of which a coolie, whose name was not obtained by the police, owing to the fact that he was removed to hospital by his friends, lost a leg. According to the story related by eye-witnesses to Inspector Warnock, it would appear that about 7.40 o'clock yesterday afternoon the steamer *Fat-shan* reached port from Canton. As she was making fast to the wharf a number of coolies, as usual, in their hurry to get on board before the ship was made fast, jumped aboard and landed safely on the lower deck. One coolie, who was very successful, he jumped but only one leg reached the deck, the other—right side, got caught between the wharf and the still moving vessel and was cut clean off as far as the top of the calf. His friends on the wharf realising the coolie's excruciating agony brought him ashore, but by this time he was in an unconscious condition. He was removed to the Tung Wah Hospital for treatment.

COMMERCIAL PREDOMINANCE IN THE FAR EAST.

SOME STARTLING FIGURES ABOUT HONGKONG.

The *Shanghai West-Asian Gazette* publishes some remarkable statistics showing how German trade is expanding in all directions in the Far East. This is particularly the case in Hongkong, where 170 leading commercial positions are held by Germans. Five out of the ten directors of the Hongkong and Shanghai Banking Corporation, including the president, are Germans, and thirty German firms have formed a co-operative alliance. The business done by these firms exceeds that done by all the British firms in Hongkong.

WEST RIVER PATROL.

COMMODORE LI AND BRITISH COMMANDER TO CONFER.

ANOTHER JUNK PIKED.

[From Our Own Correspondent.]

Canton, 11th December.

This morning, Commodore Li Chua will receive the Commander of H.V.S. *Cadmus* and confer with him on matters pertaining to the West River patrol service.

ANOTHER MEETING.

The Self-government League, seeing that up to the present there are no signs of the British Flotilla leaving the waters of the West River, has issued a circular calling a meeting for the 11th instant, to discuss matters in connection with proposed further protests to the authorities.

A Mr. To has suggested in a letter to the Press to take active step immediately. It is necessary, he contended, for the people of the two Kwang provinces to be united in strength, and to purchase, by funds raised among themselves, five patrol cruisers, with a speed of eighteen knots and well furnished with seamanship and armament.

These cruisers, he suggests, should be stationed at allotted sections along the river, and should continually cruise both by day and night. In this way it is expected that in cases of piracy or robbery the launches will always be ready to pursue the marauders. Funds for the purpose should be raised by merchants and others, and a certain sum of money should be appropriated annually from the Customs and the Likin revenues to maintain these cruisers. If the above suggestions be carried out with success, the writer observes, the West River mercantile launches will be left in a peaceful state and then foreigners will have no further cause for interfering with the internal government of the province.

JUNK PIKED.

A junk owner named Lum Sun-man, has informed the Magistrate of Nanhai that his junk was piked, on the 8th instant, whilst passing a place called Wang-sha, in the district of Nanhai, by pirates who boarded the junk as passengers, besides others who arrived by land by pre-arrangement. All goods and cargo carried by the junk were taken away.

CHINESE PROCESSION.

THE STATEMENT OF ACCOUNTS.

The following are the accounts in connection with the recent Chinese processions in Hongkong:

Chinese Procession (Committee Section).	
To Subscription	\$29,354.95
" Premium on Bank notes	32.75
" Interest	28.99
	\$29,416.69

By Expenses	\$16,705.59
" Subscription Alice Memorial Hospital	4,000.00
" Subscription Ya Mi Ti Hospital	4,000.00
" Public Dispensaries	471.10
	\$9,476.09

HO KONG TONG.
Hon. Treasurer.

A UNIQUE VOYAGE.

DISABLED "NORRONA" TOVED TO SHANGHAI.

The N. C. D. *two* of the 7th inst. says:—The Shanghai Tug and Lighter Company's tug *Victoria* returned here yesterday afternoon after a unique voyage to Vladivostok. The *Victoria* under the command of Mr. B. Finth, the company's superintendent, left Shanghai on the afternoon of the 16th ultimo. Captain Olio, of the *Alexandra*, was also on board. A strong northerly gale was experienced during the voyage to Nagasaki. There the *Victoria* remained for two days, leaving for Vladivostok on November 21. She made Asakof Island in a north-westerly gale and snowstorm on November 21, and entered Vladivostok the following day. The *Norrna*, a vessel of about 1,300 tons net, originally a Norwegian vessel, but now under Korean flag, was awaiting her arrival. The *Norrna* went ashore about three months ago 600 miles north of Vladivostok. It was fourteen days before she was refloated, with a broken stern-post, no rudder, and only one blade of her propeller left. After a stay of two days at Vladivostok the *Victoria* with the *Norrna* in tow left for Shanghai, at noon on November 26. One hundred fathoms of ten-inch hawser, and twenty fathoms of the *Norrna's* anchor chain were used for towing her. The *Victoria* and her tow put into Fusan, owing to a strong northerly gale and want of coal, at 9.30 p.m. on the 26th ultimo. For twelve hours during the voyage between Vladivostok and Fusan those on board the *Victoria* were unable to see the *Norrna*, owing to a snowstorm, and communication was kept up by whistle. Leaving Fusan on the 1st instant the *Victoria* headed straight for Shanghai, arriving outside the Bell Buoy at noon on the 4th. Here an unfortunate accident happened, while the *Norrna* was coming to anchor. The tow rope fouled the *Victoria's* propeller, and Mr. Finth had to dive in the icy cold water to cut it loose. The *Norrna* was brought up, rarer by the *Victoria* and the *Samson* yesterday, was towed up to the upper limits and then turned round and laid alongside Tungkong wharf at 4 p.m. The *Victoria's* best day's run with her tow was 23 miles, some days owing to the bad weather only 14 miles were made. We believe this is the longest and most difficult tow ever undertaken by a local tugboat company, and the owners, and those in charge of the *Victoria*, deserve every credit for the successful accomplishment of the tug's mission.

DEATH OF MR. POUNDES.

A WELL-KNOWN KOBE RESIDENT.

The *Japan Chronicle*, of 3rd inst. says:—The death occurred early yesterday morning, at his residence, 79 Kitancho, 8-chome, Kobe, of Mr. C. J. W. Pounds, popularly known as Captain Pounds, from heart disease, at the advanced age of 87 years. Mr. Pounds had suffered from chronic asthma, and had been ailing more or less for the past two years, but as recently as last week he was seen down in the Settlement. A few days ago, however, his health became worse, and he finally sank, expiring at 1.53 a.m. yesterday morning. We understand that arrangements for the funeral are not yet completed, but the remains will—in accordance with the wish of the deceased—be cremated.

Mr. Pounds was born at New Ross, County Wexford, Ireland, in 1816, and went to sea at an early age. From 1854 to 1859 he was on a British man-of-war in Australian waters, after which he served some time under the Siam flag. In 1863 he came to Japan, and was engaged as military instructor to the Wakiyama class. From the following year to 1866 he was employed at the British Consulate at Nagasaki as constable, afterwards going to the British legation at Tokio, where Sir Henry Parkes was then Minister. Later on Mr. Pounds became connected with the Japan Mail Steamship Company, and was superintendent of the mail and transport service. He then went back to England, where he obtained a subordinate position at the Admiralty Office in London, and engaged in lecturing on Japan also on political topics. Returning after some years to Japan, he resided in Kyoto for some time, where he entered a monastery and was inducted into the priesthood. About ten years ago Mr. Pounds came to Kobe, and had resided here ever since, being an unfailing attendant at public meetings and appearing at as many public functions as possible. He has frequently been engaged as interpreter at the Courts, more particularly in marine cases. Mr. Pounds has written many articles and pamphlets, and read Japanese with considerable ease. From his long residence in Japan and his wide reading he had an excellent knowledge of the country, but he was without the power of clear exposition, and it is to be feared that the knowledge which he so painfully acquired dies with him. So far as we are aware, Mr. Pounds had no close relatives and lived quite alone. His death removes one more link of the present generation with the "early days."

BRITISH AND CHINESE CORPORATION.

The annual general meeting of the British and Chinese Corporation was held on 11th ult., at the Cannon-street Hotel, Mr. W. Keswick, M.P., presiding.

The Chairman, in moving the adoption of the report and accounts, stated that of the two railway loans issued by the Corporation during the year under review, £600,000 and £1,000,000 respectively, the former was part of the Shanghai-Nanking Railway loan, of which £1,500,000 had already been issued. Three-fourths of the line, or 150 miles, was now open for traffic, and the construction of the remaining 50 miles, including the one tunnel on the line, was well advanced. The railway was one of the highest types of construction and equipment, and had, indeed, provoked criticism, as being unnecessarily good; but the consulting engineer, Sir John Wolfe Barry, and Mr. A. J. Barry, assured that the policy adopted, on their recommendation, would be found the cheapest, and that the railway would prove to be a valuable asset of the Chinese Government. The Chinese themselves proposed to finish the railway, and although the company would naturally prefer to complete the financing of the railway, they recognised that the Chinese, by the loan agreement, reserved a right to do so. Should however the Chinese decide otherwise, the Corporation would, of course, be ready to meet them and issue bonds for the amount still required to complete the line. The £1,500,000 loan was for the Canton-Kowloon Railway, for which, in the Corporation's report, they carry out their engagements, they made the preliminary survey as far back as 1897. The final survey and other arrangements for construction were now being proceeded with. As to the Soochow-Hangchow-Ningpo Railway, the terms of the agreement having been practically settled with the Chinese Government, some Imperial difficulty of a provincial character had been raised which had delayed the actual signature of the agreement. Proceeding, he said that they were endeavouring to accommodate themselves to the progressive movement taking place in China, as they recognised and sympathised with the natural and legitimate aspirations of the Chinese to take an active part in railway and other enterprise in their own country. The position reached in regard to the Nanpiao coal concession, which had engaged so much time and attention, and from which they had expected so much, was naturally a great disappointment, but the board had considered it judicious in all the circumstances to be willing to compromise, and if any reasonable demands were acceded to they would consent to cancel the corporation's agreement. It was intended to take the necessary steps to divide each £100 share in the corporation into shares of £10 each, with £5 paid up, and a liability of £5 to be concluded by moving a resolution for the adoption of the report and the declaration of a dividend of 2½ per cent. per share, for the year.

Mr. C. C. Macrie, seconded the motion. In reply to questions, the Chairman stated that the Shanghai-Nanking certificates appeared in the balance-sheet. As to the cost of that railway compared with that of the northern lines, the cost of the latter was absolutely unknown, so far as he was aware; it was certainly not within the directors' knowledge what they had cost. The motion was unanimously adopted.

Co-op's Advertisements.

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MANILA CARNIVAL.

A CARNIVAL is to be held in MANILA, under Government auspices during the week commencing 30th FEBRUARY, 1908. As an inducement to Hongkong residents to patronise this important event, besides enjoying a holiday of reasonable length, we have decided to despatch our steamer "KUBI" on FRIDAY, 31st January, in the evening instead of at noon on Saturday. The steamer will, therefore, reach Manila early on Monday morning, and in order that the full week's festivities may be enjoyed we shall not despatch the steamer from Manila until SUNDAY morning, 9th February, at Daylight. Steamer will reach Hongkong again on the afternoon of Tuesday, 11th February.

We have arranged a special fare for this round trip of \$50, and we trust to secure sufficient passengers to justify our having offered this inducement. For further particulars, apply to the Under-Secretary.

SHEWAN, TOMES & CO.,
General Managers.

[1086]

INFRINGEMENT OF TRADE MARKS IN CHINA.

REPORT BY JAPANESE CONSUL-GENERAL.

Recently the Japanese Patent Bureau requested a report from the Japanese Consul-General at Shanghai on the rumors which have been circulated to the effect that the Japanese have been guilty of the infringement of trade-marks of foreigners in China, this having in some cases resulted in legal proceedings being taken. The report asked for has now been received from Mr. Ozaki, acting Japanese Consul-General. Mr. Ozaki admits that complaints have been made by foreign merchants against the dishonest practices resorted to by Japanese and Chinese who have imitated foreign manufactures, but he has not heard of any instance in which legal proceedings had actually been instituted. The acting Consul-General adds that foreign merchants in China have enjoyed the special privilege of the protection of their trade-marks in China even before the time that the Chinese Trade-mark Protection Law came into force, and in virtue of their privilege they are entitled to demand from the Chinese authorities the prohibition of the sale of or the confiscation of imitations of foreign goods. There are instances in which the sale of Japanese goods has been "stopped" on this ground. As an instance, he quotes the case of a lamp chimney made in Osaka bearing a trade-mark consisting of a Cow's head and a combination of two Chinese characters—"So-ko." The sale of the chimney in question has been prohibited on the ground that the trade-mark is an imitation of that used by a German firm for a lamp chimney though that mark is a deer's head and a combination of two Chinese characters—"Tai-Ko." The sale of a Japanese imitation of a German lamp, for which there was a large demand, was also prohibited as it had a combination of two Chinese characters—"Een-shin" as inscribed on the German lamp. Some of the dishonest Japanese merchants who have placed imitations on the market have, it seems, actually made demands upon the Consul-General that action should be taken for the removal of the prohibition which now exists. He cannot, however, he says, officially make a protest against the action of the Chinese authorities, since many of the trade-marks used by the Japanese are almost analogous in design with those used by German merchants, it being impossible to make a distinction between the two at a glance. The Acting Consul-General deplors the fact that such dishonest practices should have been resorted to by the Japanese, pointing out that it can only impede the progress of Japanese industry, which continues to grow rapidly, and he suggests that the suppression of such practices is particularly necessary in the case of trade with China. He fears that should foreigners retaliate by violating Japanese trade-marks in the future, Japan will be involved in heavy losses. He goes on to say that imitations are largely found among perfumed waters, soaps, and other toilet goods imported from Japan, and he believes that there are many dishonest men in and about Osaka who are exclusively engaged in manufacturing such imitations of foreign goods. In considering all the circumstances, he finds that the imitations have been made only in comparatively few cases by the Japanese themselves; but, generally speaking, the Japanese have been acting on orders received from unscrupulous Chinese merchants. (These unscrupulous Japanese again.) However, it is a fact to be lamented that the Japanese imitators, tempted by temporary profit, have been acting as agents for dishonest Chinese merchants, sacrificing their own reputation and confidence. The Acting Consul-General is determined to take action against the importation of these imitations of foreign goods from Japan, if the practice does not cease. We are glad to hear of a good many years now without anything having been done to check it.—*Japan Chronicle*.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—On the 12th at 11.55 a.m.—The barometer has fallen considerably to moderately over Japan and N. China respectively.

The depression lying over S. Manchuria, yesterday, appears to have moved into the N. part of the Sea of Japan.

The high pressure area still lies over the Upper Yangtze. Very strong monsoon may be expected in the Formosa Channel and the China Sea. Hongkong Rainfall for the 24 hours ending at 12 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and neighbourhood, N. wind, fresh breeze.
2.—Formosa Channel, N.E. winds, strong.
3.—South coast of China between Hongkong and Lamock, same as No. 1.
4.—South coast of China between Hongkong and Hainan, N. winds, strong.

Intimations.

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Hongkong, 5th December, 1907.

[11]

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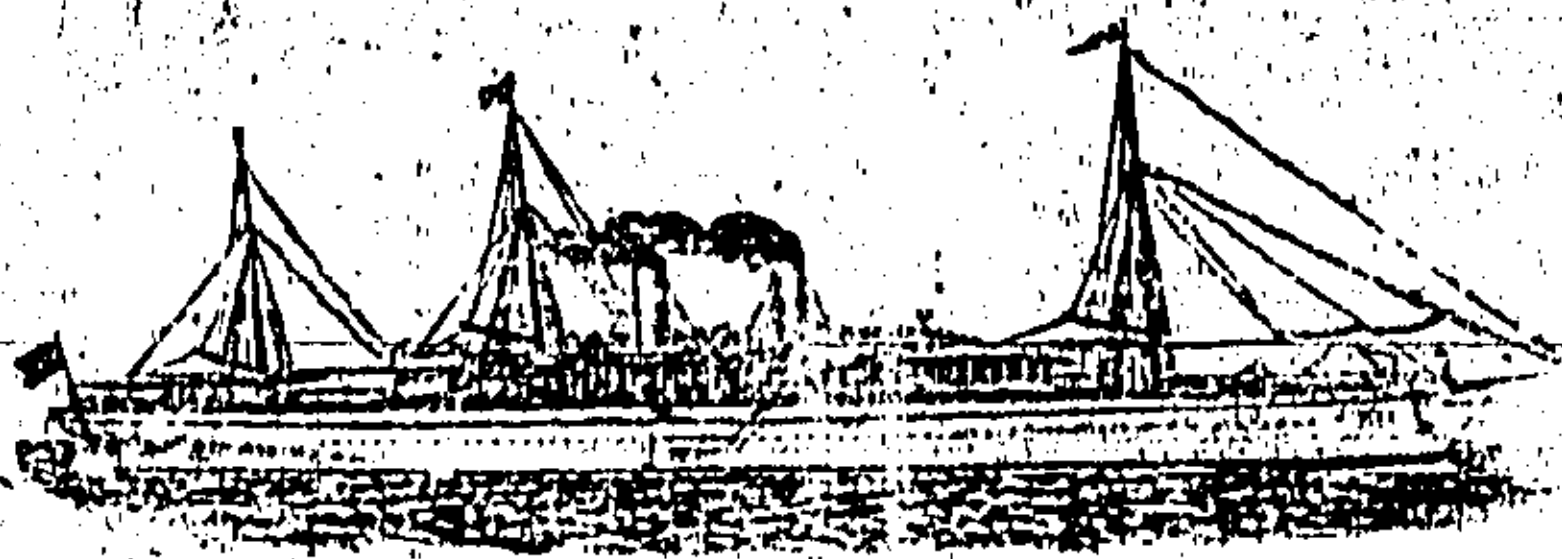
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R.M.S.	Tons.
"EMPERESS OF CHINA".....6,000.....THURSDAY, Dec. 19th.....Jan. 6th	LEAVE HONGKONG
"EMPERESS OF INDIA".....6,000.....THURSDAY, Jan. 16th.....Feb. 3rd	ARRIVE VANCOUVER
"EMPERESS" steamers will depart from Hongkong at 4 P.M.	
Intermediate steamers at 12 Noon.	

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Hongkong to London, 1st Class, via St. Lawrence River Lines or New York £71.10. Steamers, and 1st Class on Railways, via St. Lawrence £40. Via New York £42.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missions, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to Hongkong, 24th October, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	HONGKONG	FRIDAY, 13th Dec., 4 P.M.
MANILA	YUEHSING	FRIDAY, 13th Dec., 4 P.M.
SHANGHAI	WASHING	FRIDAY, 13th Dec., 4 P.M.
SINGAPORE, SAMARANG, and	ONSANG	SATURDAY, 14th Dec., 3 P.M.
SOURABAYA	LOONGSANG	FRIDAY, 20th Dec., 4 P.M.
MANILA	LOONGSANG	FRIDAY, 20th Dec., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st Class	Single Return
Penang	85 130
Calcutta	105 250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Cebu, Tientsin, via Ching-Wan-Tau, and Yangtze River.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., General Managers.

Hongkong, 11th December, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

MANILA, ZAMBOANGA & COLONIES....."TSINAN".....13th Dec., 4 P.M.	
CEBU & ILOILO....."KAIFONG".....13th Dec., 4 P.M.	
SWATOW & SHANGHAI....."KIUKIANG".....14th Dec., 4 P.M.	
MANILA....."TEAN".....17th Dec., 4 P.M.	
SHANGHAI....."SHIAOHSING".....21st Dec., 4 P.M.	
HONGKONG & HAIPHONG....."SINGAN".....22nd Dec., daylight.	
MANILA....."TAMING".....24th Dec., 4 P.M.	
SHANGHAI....."YUENOW".....27th Dec., 4 P.M.	

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 12th December, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.

All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
LAZARO	1540	R. Rodger	MANILA	SATURDAY, 14th Dec., 1907.
RUH	1510	Almond	"	SATURDAY, 21st Dec., 1907.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 9th December, 1907.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship To sail

For Freight and further information, apply to SHEWAN, TOMES & CO.,

Hongkong, 2nd December, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINE.



167 Ocean Steamers

with

916,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HABSBURG—HOHENSTAUFEN—SILESIA—SCANDIA.

HIGHEST COMFORT, ONLY

LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward

Homeward

HABSBURG.....21st Dec.	SCANDIA.....8th Jan., 1908
RHENANIA.....21st Jan., 1908	HABSBURG.....19th Jan., 1908
HOHENSTAUFEN.....22nd Feb., 1908	RHENANIA.....26th Feb., 1908
	HOHENSTAUFEN.....25th March, 1908

Hongkong, 28th November, 1907.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship

HAICHING.

Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 13th inst., at 10 o'clock A.M.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 12th December, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

IQUIQUE via JAPAN PORTS

(KARATSU, KOBE and YOKOHAMA).

With liberty to call at HONOLULU and

SALINA CRUZ.

Steamers Tons. To sail

KATHIRINE PARK.....6,000.....TUESDAY, 12th inst., Noon.

KASATO MARU.....6,100.....Sometime in March, 1908.

Taking Freight and Passengers to other

Eastern and Western Coast ports of South

America in connection with Steamers of the

Pacific S. N. Co.

For further information as to Freight and

Passage, apply to

K. MATSUDA, Manager.

York Building.

Hongkong, 10th December, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., and TACOMA,

VIA

MOJI, KOBE and YOKOHAMA.

Steamer Tons. Captain. Sailing.

Kumerik.....6,232.....Cowley.....28th Jan., 1908.

Shawmut.....9,500.....E. W. Roberts.....21st Feb., 1908.

Tremont.....9,500.....T. W. Garlick.....17th Mar., 1908.

Suerick.....6,232.....Shotton.....9th Apr., 1908.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

* The twin-screw s.s. Shawmut and Tremont

are fitted with very superior accommodation

for first and second class passengers. The

large size of these vessels ensures steadiness

at sea. Electric fan in each room. Barber's

shop and steam-laundry. Cargo carried in

cold storage.

† Cargo only.

PARCEL EXPRESS TO THE UNITED

STATES AND CANADA.

For further information, apply to

BODWELL & CO., LIMITED,

General Agents.

Queen's Buildings

Hongkong, 12th December, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG".....Capt. H. W. WALKER.

"KWONG SAI".....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every

evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every

evening, (Sunday excepted).

These Fine New Steamers have unequalled

Accommodation for First Class Passengers and

are lit throughout by Electricity. Electric Fans

in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each

The Company's Wharf is situated in front

of the New Western Market opposite the old

Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 3rd July, 1907.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NILE."

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out Mark by Mark,

and delivery can be obtained as soon as the

Goods are landed.

Optional Goods will be landed here unless

instructions are given to the contrary before

6 hours.

Goods not cleared by the 13th inst., at

4 P.M., will be subject to sale.

No Fire Insurance will be effected by me in

any case whatever.

Damaged Packages must be left in the

Godowns for examination by the Consignee's

and the Company's representative at an ap-

pointed hour.

All claims must be presented within ten days

of the steamer's arrival, hereafter which, date

they cannot be recognised.

No claims will be admitted after the Goods

have left the Godowns.

E. A. HEWITT,

Superintendent.

Hongkong, 6th December, 1907.

FROM NEW YORK

THE H. A. L. Steamship

"VANDERBILT."

Captain Vanderbilt, having arrived from the above

port, Consignees of Cargo are hereby requested

to send in their Bills of Lading for counter-

signature by the Undersigned, and to take im-

mediate delivery of their goods from

alongside.

Optional Cargo will be forwarded unless

notice to the contrary be given before TO-

DAY.

Any Cargo impeding her discharge will be

landed into the hazardous and/or extra hazar-

dous Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Limited, and stored at

Consignee's risk and expense.

All Claims must be presented within ten

days of the steamer's arrival hereafter which

date they cannot be recognised.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

ing undelivered after the 16th inst., will be

subject to sale.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 16th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 9th December, 1907.

S.S. "ARMAND BEHIC."

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex

s.s. "Villedo and Charente," from St. Nazaire

ex s.s. "Ville de Rochefort," and from Bordeaux

ex s.s. "Leroy Lallier," in connection with above

Steamer, are hereby informed that their

Goods, with the exception of Opium, Treas-

ure and Valuables are being landed and

stored at their risk into the hazardous and/or

extra hazardous Godowns of the Hongkong

and Kowloon Wharf and Godown Co., Limited,

at Kowloon, where delivery may be obtained

immediately after landing.

Optional Cargo will be forwarded on unless

intimation is received from the Consignees

before 6 P.M. TO-DAY, requesting it to be

landed here.

Bills of Lading will be countersigned by the

Undersigned, Goods remaining unclaimed after

MONDAY, the 16th December, at Noon, will

be subject to sale and landing charges.

All claims must be sent in to me on or before

the 16th December, or they will not be re-

cognized.

All damaged packages will be examined on

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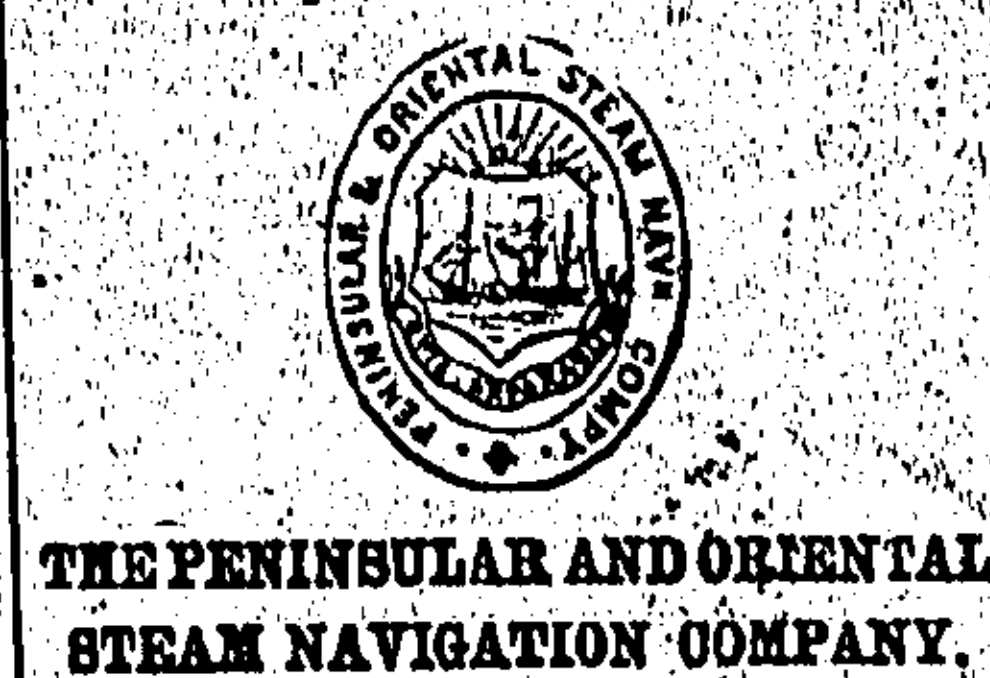
SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE NATURE OF QUOTATION. BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000	\$1,797,167	\$1.15/- for 1-year ending 30.6.07, @ ex 2/2 3/16 = \$16.04	5 %	\$710 buyers \$710 buyers new issue London £8s
Do. (new)	40,000	\$125	\$125	\$500,000				
National Bank of China, Limited	9,975	£7	£6	\$12,735	\$71,213	\$2/- London 3/6, on 1903		\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	1,000	\$50	\$50	\$1,500,000	none	\$20 for 1906	8 %	\$350
North China Insurance Company, Limited	1,000	£15	£5	\$11,919	Tls. 224 4/4	Final of 7/6 per share making in all 15/- for 1906 = Tls. 265	6 %	Tls. 89 buyers
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	\$3,000,000	\$1,460 4/0	Final of \$12 making \$42 for 1905 and interim of 13/- for 1906	5 1/2 %	\$785 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000	\$394,520	1/- for year ending 31.12. 5	8 %	\$150 sellers c.m.
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$200,000	\$362,980	1/- and bonus \$2 for 1905	8 1/2 %	\$12 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$2,000,000	\$435,236	\$40 for 1905	12 1/2 %	\$322 1/2
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$750,000	\$365	1/- for 1906	6 1/2 %	\$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000	Nil.	\$4 for year ending 30.6.07	10 1/2 %	\$38 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000	\$27,101	1/- for 1st half-year ending 30.6.07	6 1/2 %	\$13 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	10,000	£5	£5	£50,000	£3,694	5/- for 1906 @ ex 2/2 = \$1.4 per share	3 1/2 %	\$40 sellers \$28 sellers
Do. (Deferred)	60,000							
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 54,372	Tls. 13,327	Interim of Tls. 12 for account 1907	12 %	Tls. 44 buyers
Do. (Preference)	100,000					Interim of 1/- (Coupon No. 8 for a/c 1907)	4 1/2 %	Tls. 50 sellers
"Shell" Transport and Trading Company, Limited ..	1,000,000	£1	£1	£1,000,000	172,379	1/- for year ending 30.6.07	4 1/2 %	43/- buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$100,000	\$127	1/- for year ending 30.6.07	4 1/2 %	\$21 buyers \$103 buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 62,000	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 48 buyers
REFINERIES.								
China Sugar Refining Company, Limited	1,000	\$100	\$100	\$100,000	\$9,218	8 for year ending 31.12.06	8 %	\$100
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000	none	1/- for 1907	5 %	\$10 buyers Tls. 80 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	8,935	Tls. 2 (8 %) for year ending 31.8.06		
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	£100,000	£11,556	Final of 1/6 (No. 9) for 1907	7 1/2 %	Tls. 151 buyers
Raub Australian Gold Mining Company, Limited ..	150,000	£1	£1	£150,000	11,358	1/- for 1907		\$18
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000	\$10,335	\$1.75 for year ending 31.12.06	12 1/2 %	\$14
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	\$500,000	\$3,647	Interim of \$2 for six months ending June 30th 1907	6 %	165
Hon Kong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$500,000	\$491,580	\$4 for 1st half-year end ng June 30th, 1907	8 1/2 %	\$97 sales
Shanghai Dock and Engineering Co., Ltd.	5,700	Tls. 100	Tls. 100	Tls. 1,000,000	16,104,550	Tls. 3 for year ending 30th April 1907	4 1/2 %	Tls. 73 sellers
Shanghai and Hongkew Wharf Company, Limited ..	30,000	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 23,127	Interim of Tls. 8 for account 1907	9 %	Tls. 198 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 1,500,000	Tls. 3,388	Tls. 6 for 14 months ending 28.10.07	6 %	Tls. 103 1/2
Astor House Hotel Company, Limited (Shanghai) ..	10,000	\$25	\$25	\$250,000	\$10,908	\$2 1/2 for year ending 30.6.07	10 1/2 %	\$21 sellers
Central Stores, Limited	50,123	\$15	\$15	\$751,845	19,178	\$1.80 for 1906	13 1/2 %	\$14
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000	\$10,925	\$4 for 1st half-year ending 30.6.07	10 %	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$1,000,000	\$56,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %	\$95
Humphreys Estate & Finance Company, Limited ..	10,000	\$10	\$10	\$100,000	\$11,567	80 cents for 1906	7 1/2 %	\$10 1/2
Kowloon Land and Building Company, Limited ..	1,000	\$50	\$50	\$50,000	\$1,089	\$2 1/2 for 1906	7 %	\$35 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 10	Tls. 10	Tls. 780,000	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 100 buyers
West Point Building Company, Limited	2,500	\$50	\$50	\$125,000	11,519	Interim of \$2 for half year ending June 30th	8 1/2 %	\$48 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	1,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	20 1/2 %	Tls. 48 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	5,000	\$10	\$10	\$50,000	\$12,219	50 cents for year ending 31.7.07	5 %	\$10
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)		Tls. 50 sellers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	Tls. 31,469	Tls. 8 for 1906		Tls. 70 sellers
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	Tls. 500,000	Tls. 50,563	Tls. 50 for 1906		Tls. 280 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	\$12 1/2	\$12 1/2	\$1,075,500	\$68	1 1/2 per share for 1906	9 %	\$6 1/2
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000	1653	\$3 for 1905		\$10 buyers
China-Borneo Company, Limited	10,000	\$12	\$12	\$120,000	1,178	\$1 for 1904		\$10 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 200,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905		Tls. 62 1/2 buyers
China Light and Power Company, Limited	10,000	\$10	\$10	\$100,000	125,000	60 cents for year ended 28.1.06		16
Do. special shares	50,000	\$1	\$1	\$50,000	1855	80 cents for 1906	8 1/2 %	\$9 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	\$2,974	\$1.30 for year ending 31.7.07	8 %	\$16 1/2 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$187,500	\$10,804	Interim of 50 cents per share for a/c 1907	9 %	\$11
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$15,002	\$2 1/2 for year ending 28.2.07	11 1/2 %	\$21 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$420,000	\$2,953	11 per share for year ending 28.2.07	6 1/2 %	\$15 sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	\$105,000	Interim of \$4 for 1-year ending June 30th 07	9 1/2 %	\$240
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$4,212	Interim of 80 cents per share for a/c 1907	8 %	\$25
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000	Tls. 10,374	Third interim of Tls. 7 1/2 making Tls. 22 1/2 for a/c 1907	8 1/2 %	Tls. 335 buyers
Maatschappij tot Mijn. Bosch en Landbouw: planten in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 27,603	Tls. 2,555	\$100 sh. ar. period fr. 19th Oct. to 30th Apr. 07	8 %	\$3 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	Dr. P. 34,324	None		\$5 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000	Tls. 7,990	Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 107 sales
Philippine Company, Limited	67,500	\$10	\$10	\$675,000	Tls. 9,751	Tls. 4 for 1905		Tls. 45 sellers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,200,000	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906		Tls. 65 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 270,000	Tls. 7,843	Interim of Tls. 5 for a/c 1907	9 %	Tls. 113 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 450,000	Tls. 85,592	Interim of 15/- for account 1907 (old)		Tls. 335 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000	Dr. \$41,934	Interim of 11 1/2 for account 1907 (new)		\$15 buyers
Shanghai Waterworks Company, Limited	16,350	£20	£20	\$327,000	\$478	None	6 1/2 %	\$22
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000	Tls. 15,295	40 cents for year ending 31.5.07		Tls. 97
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000	Tls. 4,000	First year		\$0 1/2 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000	Tls. 201	Tls. 6 1/2 for year ending 30.4.07		
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000	\$349	80 cents on 9,000 ord. shares and \$10.50 on 100 Founders shares for yr. end. 31.5.07	8 %	\$10
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	\$1,360	Interim of 50 cents for account 1907	7 %	\$10 buyers
Watson, (A. S.) & Co., Limited	10,000	\$10	\$10	\$100,000	\$5,482	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906		\$5 buyers
William Powell, Limited	15,000	\$10	\$10	\$150,000	141			

* These shares are entitled to half of the profits.

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA."

Captain R. A. Paton, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c. on SATURDAY, the 14th December, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. *Moldavia*, 9,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Persia*, due in London on 25th January, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 30th November, 1907.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSAILLES, LONDON.

HAYE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TOURANE"

Captain Lancelotti, will be despatched for MARSAILLES on TUESDAY, 17th Jan. 1908, at 11 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia, will be prompt transhipment at Colombo.

Cargo also booked for principal ports in Europe.

Next sailings will be as follows:—

S.S. *ARMAND BEHIC* ... 7th Jan. 1908.S.S. *SALAZIE* ... 21st Jan. 1908.

J. MILLET, Agent.

Hongkong, 10th December, 1907.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. " "

For Freight and further Information, apply to

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